

Intimations

G. FALCONER & Co.

WATCH-MAKERS AND JEWELLERS,
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE

HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.

LATEST PATTERNS OF SILVER PRIZE CUPS NOW IN STOCK.

82, QUEEN'S ROAD

HONGKONG STEAM LAUNCH CO

LAUNCHES FOR SALE, HIRE OR CHARTER,
For Picnic, Shooting, Bathing Parties, &c

Specifications and Drawings for the Building of Launches, Tug
Cargo, Water Bouts, and Small Craft of every Description.
Apply to COMPANY'S OFFICE, 15 PRAYA CENTRAL.

A. G. GORDON, *General Manager.*
Hongkong, April 1, 1898.

"A BIT OF THE BRITISH" THE MAIL OF 26TH NOVEMBER WILL BE

EMPIRE
A NEW ALBUM OF 19 BEAUTIFUL VIEWS
OF HONGKONG ARTISTICALLY GOT UP,
MAKING A HANDSOME CHRISTMAS
DELIVERED IN LONDON 1 DECEMBER 1911.
SPECIAL SERIES OF
CHRISTMAS CARDS

SOUVENIR, PRICE \$1.35.
POSTAGE TO EUROPE, 10 CENTS.
IN THE FORBIDDEN LAND--

DEPICTING NATIVE
CHARACTERISTICS AND SCENERY

JAPANESE HAND-PAINTED CARDS.

KOREAN SKETCHES, by JAMES S GALE, illus	3.25	CHINESE RICE-PAPER CARDS.
THE DAY'S WORK, by RUDYARD KIPPLING	1.60	
THE CHANGING, by WALTER	1.60	

THE GORDON NUMBER OF THE
 "GRAVE" 0.75

KELLY & WALSH, LIMITED.
 Hongkong, November 22, 1898.

'CHINA MAIL' OFFICE

'CHINA MAIL' OFFICE

PRINTING.

Every Description of GENERAL PRINTING carried out
UNDER EUROPEAN SUPERVISION.

PRICE LISTS. — **MODERATE PRICES**
CATALOGUES.
PROGRAMMES.
COMPANY REPORTS.
MODERATE PRICES. **BUSINESS CIRCULARES.**
BILLS OF LADING

Coast Port Orders receive careful attention.

Our own manufacture are the best Piano, for this climate, warranted to stand anything, low prices and easy terms.—Robinson Piano Co.

Piano Tuning and Repairs, New Mus Mandolins, Banjos, fine stock.—Robinson Piano Co.

Miss Frocks: "Mr Spokes, do you like "Songs Without Words?" "Mr Spokes: "Well, I very much prefer them to songs without sense."

VISITORS AT HOTELS.

HONGKONG HOTEL.

Miss Frocks: "Mr Spokes, do you like VISITORS AT HOTELS."

and children. It is stated, such a medicine as every family should keep at hand, and especially during the summer season when cold, cholera, malarial, dysentery, diarrhoea, and blood and cholera affections are most prevalent. A few doses of this remedy will check any ordinary attack of these diseases. It can be depended upon even in the most severe and dangerous cases. When reduced with water and sweetened with lemonade or chocolate, it is a most palatable and refreshing beverage.

General Agents:—WATKINS & CO.

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and child Mrs E. Nicholls
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Miss and Mrs O. H. Mrs J. Uwajwa
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Mr Joseph Hogg Mr and Mrs Wm.
Miss E. E. Hogg Mr and Mrs R.
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Rev. Francis Flynn, Mr Oyma
Mrs Oyma Mrs Oyma
Mr W. Stuart Hays-Surgeon A. F. Price
rison U.S.N.
Miss Rodges Mrs Price
Mrs D. Macdonalds Mrs R. Eggen

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S. S. *Samurai*, Captain Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment by the Underwriter, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m., To-day.

Any Cargo impeding the discharge will be landed into the Godowns of the Honkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Instant, at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, November 18, 1898. 22-2

STEAMSHIP *ERNEST SIMONS*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Bordeaux, Lyons, St. Maurice, Rouen, Val de Vienne, in the *Ernest Simons* and *Verdun*, are requested to send in their Bills of Lading for consignment by the Underwriter, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m., To-day (Monday), the 22nd Inst., requesting it to be landed here.

Bills of Lading will be countermanded by the Underwriter.

Goods remaining undelivered after Monday, the 22nd Inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before Monday, the 22nd Inst., or they will not be recognized.

All Damaged Packages will be examined on Monday, the 22nd Inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, November 21, 1898. 2119

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE Steamship *Amoy*, Captain Maitland, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment by the Underwriter, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m., To-day.

Any Cargo impeding the discharge will be landed into the Godowns of the Honkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Inst., will be subject to rent.

All broken, chafed, and damaged Goods, are to be left in the Godowns, where they will be examined on the 29th Instant, at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, November 23, 1898. 2224

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Lightning*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment by the Underwriter, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m., To-day.

Any Cargo impeding the discharge or remaining on board after 3 p.m. of the 25th Instant, will be landed at Consignees' risk and expense into the Godowns of the Honkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their goods from alongside; such Cargo impeding the discharge of the *Lightning* will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countermanded by the Underwriter.

DAVID SASSOON, SOHS & Co., Agents.

Hongkong, November 23, 1898. 2226

AMERICAN SYSTEM

OF DENTISTRY.

39, QUEEN'S ROAD CENTRAL.

CHADWICK KEW.

(Late of POSEY & NOBLE.)

Hongkong, July 12, 1897. 2558

For Nervous Exhaustion

CHAPOTEAU'S

Phosphoglycerate

OF LIME

The most restorative

of the nervous system.

For debility, professional

men, teachers, students,

etc., and in all cases of nervous

debility and insomnia.

It is a really restorative and

prolongs life.

PHOSPHOGLYCERATE SUP

(CHAPOTEAU'S)

PHOSPHOGLYCERATE WINE

(CHAPOTEAU'S)

PHOSPHOGLYCERATE CAPSULES

(CHAPOTEAU'S)

Sole Importers, HONG KONG

Messrs. J. & A. WATSON & Co., Chemists.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

The Co.'s steamship *Hailong*, Captain Benson, will be despatched for the above Ports on FRIDAY, the 25th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, November 23, 1898. 2230

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Hailong*, Captain Benson, will be despatched for the above Ports on SUNDAY, the 27th Instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 17, 1898. 2168

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Myndon*, Captain Benson, will be despatched for the above Ports on MONDAY, the 28th Instant, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 23, 1898. 2229

GLEN LINE OF STEAM PACKETS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Glenway*, Captain Fraser, will be despatched for the above Ports on about the 7th December.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, November 4, 1898. 2109

MUGUL-PARACOR-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Paracor*, Captain Koon, will be despatched for the above Ports on about the 14th December.To be followed by the S.S. *Esperanza*, to sail about 31st December, 1898.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, November 14, 1898. 2120

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

The Steamship *Arila*, Captain Koon, will be despatched for the above Ports on THURSDAY, the 15th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 23, 1898. 2234

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW-YORK VIA SUEZ CANAL.

The Chartered Steamship *Edw. W. Brown*, Captain P. Schuyler, will be despatched for the above Ports on or about the 13th December.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, November 4, 1898. 2110

JUST LANDED.

FRESH AUSTRALIAN STEAKY BACON.

Also, AUSTRALIAN ASSORTED JAMS of well-known make; a trial of these JAMS will speak of their Superiority.

H. RUTONJEE, 13 and 15, D'Almeida Street, and 21 and 23, Elgin Road, Kowloon, Hongkong, November 23, 1898. 2132

JAPANESE FINE ART CURIOS.

KUNN & KOMOR, 35, WARD ROAD, YOKOHAMA, and 24, DECKEN STREET, KOBÉ.

Shipping.

Sailing Vessels.

FOR NEW YORK.

The S.S. *A. J. American Ship*, Captain Adams, having arrived will load for above Port and will have quick dispatch.

For Freight, apply to ARNOLD, KARRER & Co., Hongkong, November 5, 1898. 2113

Mails.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailing from Hongkong.

Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, Dec. 15, 1898.

America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, Jan. 14, 1899.

Zushima Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) TUESDAY, Feb. 7, 1899.

The Steamship *NIPPON MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 15th December, 1898, at Noon, taking Passengers and Cargo for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Europe, France, and Germany by all principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transshipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamships.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelope, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, November 2, 1898. 2059

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD Co.

Proposed Sailing from HONGKONG TO SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, the UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

S.S. *Belgian King*, 3,373 Tons...Thursday, 15th Dec., 9.00 Tons...About 14th January.S.S. *Caribbean*, 3,002 Tons...About 14th January.The Steamship *Belgian King* will be despatched for SAN DIEGO, via NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on or about THURSDAY, 15th December, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 8, 1898. 2136

Not Responsible for Debris.

Notice to the Captain, the Agents, the Owners, and the Officers of the *Belgian King*, during their stay in the Hongkong Harbour.

Locals, Hawaiian, British, Captain O. C. McClure, Standard Oil Co.

Kauai, Hawaiian, British, Captain O. C. McClure, Standard Oil Co.

N. H. O'Brien, American ship, Capt. J. T. Keeling, Standard Oil Co.



STRAITS STEAMSHIP COMPANY.

INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for RATA, VIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship *HEROCL*, Captain B. BARNUM, carrying Her Majesty's Mails, will be despatched from this Port BOMBAY, &c., on SATURDAY, the 26th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

J. S. VAN BUREN, Agent. Hongkong, November 13, 1898. 2157

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR RAYON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 3rd December, at Noon, the Company's Steamship *Océanien*, Captain GENTILE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLE via BOMBAY.This Steamer connects at COLOMBO with the S. S. *Pilgrimage*, which travels on her Passengers and Mails, leaving for the United States, via Panama, to New York, on the 13th December, direct to SUEZ, PORT SAID and MARSEILLE.

Cargo and Specie will be received for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 2nd December. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, November 21, 1898. 2220

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

The Company's Steamers will call at SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

V.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

Proposed Sailing from HONGKONG.

Bayern...Wednesday | December 7.

Prinz Heinrich...Wednesday | Jan. 4, 1899.

Prinzess...Wednesday | February 1.

Sachsen...Wednesday | March 1.

ON WEDNESDAY, the 7th day of December, 1898, at 9 a.m., the Company's S. S. *Bayern*, Captain E. PARRIS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA, and proceeding direct to COLOMBO, SUEZ, PORT SAID, and HAMBURG, on THURSDAY, the 8th December, at Noon.

Passengers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China, Japan, or Europe, are allowed to break their journey at any point en route. The allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and must be presented at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, November 9, 1898. 2135

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailing from HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, Nov. 25, at Daylight.

City of Rio de Janeiro (via Shanghai, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, Dec. 23, at Noon.

City of Peking (via Shanghai, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Jan. 31, at Noon.

The U. S. Mail Steamship *SAN FRANCISCO*, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 30th November, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transshipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamships.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelope, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, November 17, 1898. 2144

Occidental & Oriental Steamship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailing from HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, December 8, at noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, Jan. 6, 1899, at noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, Jan. 31, 1899, at noon.

The Co.'s Steamship *DORIC* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 8th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China, Japan, or Europe, are allowed to break their journey at any point en route. The allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and must be presented at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, November 17, 1898. 2144

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LORD CHARLES BUNSFORD AT

NEUCHWANG.
The following is a copy of the resolutions presented to Lord Charles Bessborough by the British residents at Neuchwang:—We advocate—**I.—Obtaining a British Concession on the North bank of the river, that is to say on the side opposite to the present**

II.—Forming the East end of the town within the walls into a foreign (not necessa-
rily British) Settlement.

III.—The right of owning land in the interior and establishing three plantations and other similar enterprise worked by foreign machinery.

IV.—The right of working mines in any part of the three provinces where Chinese or other foreigners may or do work them, and on equally favourable terms.

V.—The maintenance of our right to the various navigable rivers, with power to stop at any town or village on the bank, equally with those enjoyed on any river in China.

VI.—That the rights and properties of the Protestant missionaries and their communities should be maintained intact, and therefore according to the treaties existing by the Treaty of Tientsin and the Edict of 1891.

VII.—That a British Consular agent be permanently stationed in Kinsai as formerly in Shanghai.

VIII.—We depose most strongly the annexation of this port and of any of the

IX.—We object to the right claimed and exercised by the Russians, of landing railway material without examination or payment of duty; especially as this diminishes the security on which money has been loaned by British subjects to the Chinese Government.

XI.—That the Russian Government should be requested to appoint a Consul at this port in view of the large and increasing Russian, interstate, and the possibility of complications arising which would demand immediate conference between Consul and Officials on the spot.

XII.—That a copy of these resolutions be sent by the Chairman to Lord Charles Beresford, also another copy with the request that he will communicate the same to Lord Salisbury, and that another copy be sent to Her Majesty's Minister at Peking.

(Sd) J. J. FREDE. BARNARD,
Chairman of the Mission.

PROGRESS BACKWARDS.
'THE ORTHODOX WAY.'

The following Imperial decrees, dated Peking, 18th November, are recommended to the notice of those who contend that the Empress-Dowager is really a friend of progress:—

1. The Empress Dowager Tse-hai-tuan-yu, etc., have received a memorial from the Ministers of the Board of Rites relating on the supreme importance of making it known

throughout the Empire that there are to be no changes from the old methods of literary examinations among candidates for degrees, in order to set at rest, once for all, the present uncertainty that has been caused by the Emperor's recent reform measures in that direction. Now, as the Empire has always prospered and flourished under the old régime and the methods of old, insuaged and anointed by the sacred ancestors of our dynasty, have attained the same old excellence, there is indeed no necessity for making any changes in the curriculum of literary ex-

minations hitherto obtaining; and I therefore grant the request of the said Board. The said Board of Rites is accordingly commanded to notify all the Literary Examiners and Literary Chancellors throughout this Empire to follow henceforth, carefully and reverentially, all the old methods formerly appertaining, according to law, to the examinations of literary candidates for degrees, in order that the graduates thereof may all be of the uniform orthodox type as of old.

The above named Board further misapprehends me asking that I put a stop to the new studies ordered to be taught in provincial colleges and that these institutions

parent to their old habit of instructing solely in the study of the *Confucian Analects* and the *Five Classics*. Now the object of colleges as institutions of learning is to teach solid and substantial branches of study and not solely for the instruction of short-time subjects. For instance, such subjects as astronomy, geography, military tactics, mathematics, etc., are modern requirements necessary for the country's welfare and as such within the province of students of literature to attain. Modern schools do not go beyond the instructions taught above and hence only differ in name from the present day of collegiate instruction. They really have the same objects in

Mr. W. W. Astor has just won the grand prize of £500. He made last spring with General Owen Williams that he would dine twenty-seven persons around the trunk of a gigantic redwood tree. Mr. Astor said

Twenty-six guests so dined on 131st instant. The Astor had had the tree trunk imported from California at great trouble. When the tree was cut the trunk was found to measure almost 10 ft. in circumference. This would give a circumference of barely 3 ft. to each person. When the tree arrived in England it was carried down to Clevedon and there partially buried, in the section of the garden known as the "Half-Moon." Four weeks ago a firm of horticulturists took the redwood in hand. The tree was lifted out of the ground and the iron clamps removed. The top was then cut off and subjected to several coats of paint. After this a high polish was added. The tree was then placed over

little glade in the "Half-Moon" Wood,
at the foot of the tent around the tree
was strewn with fresh branches of fern, mak-
ing a natural carpet. The famous dancer
was seated at the end of a long Chinese
table were hung from the great door of
the garden to the "Half-Moon" Wood, and
to tent was gaily decorated with a varied
assortment of the same.

'NEVER KNEW IT TO FAIL.'

MRS. JOHNSTON, RAWALPINDI.
Says:—I have personally tried
Chambers's Colic, Cholera, and Diarrhoea
Remedy, and I can testify that it has never
been passing through a child I managed,
and I'd I must say I never knew it to fail.
It is a medicine I am recommending, and one
that everybody should keep.

CHAMBERS'S COLIC, CHOLERA, AND
DIARRHOEA REMEDY IS THE MOST SURE-
LY EFFECTIVE IN USE FOR DYSENTERY, COLIC,
COLIC, CHOLERA, MURDER AND COLETS; and is
sold everywhere.—Papers, 30, 30, and 10,
General Agents for Western & Eastern

